Fallure to Finance the Vera Cruz and Pacific Railroad Co. Causes the Maryland to Go Under-Run on the Union Brings Trouble There-Officers of the Latter Say It Is Solvent-Receivers appointed for Both Companies.

BALTIMORE, Oct. 19.-Financial circles in Baltimore received a shock to-day. The report that two big trust companies had closed their doors came like a thunderbolt. The two institutions are the Maryland Trust Company and the Union Trust Company. The Maryland Trust Company was the first to announce its suspension. This was followed by the closing of the doors of the Union Trust Company.

Allan McLane, third vice-president of the Marvland Trust Company, was appointed to take charge of the affairs of that company. Miles White, Jr., first vice-president of the Union Trust Company, was appointed receiver of that institution. Mr. McLane gave bond in the sum of \$2,000,000 and Mr. White gave bond in the sum of \$1,000,000.

When the news became current Baltimore was in a ferment. There were rumors and counter rumors that other companies were going to the wall, and depositors in several of these made a rush to draw their money. The city, by reason of the recent sale of the Western Maryland Railroad to the Wabash, with other securities, has \$18,000,000 at stake, and \$300,000 of the municipal money is tied up in the Maryland Trust Company.

The city Finance Commissioners were in session all day. There was some fear that the deposits in other trust companies, amounting to more than \$2,000,000. might be withdrawn involving those institutions. This, however, was not done today. Court was in session all day awaiting developments, and to-night the town is feverish.

The last statement of the Maryland Trust Company, issued on June 30, 1903, showed capital stock of \$2,125,000; surplus, \$2.437,500; undivided profits, \$677,998.86. The company has demand and time deposits amounting to \$5,773,817.15. The Union Trust Company, at the close of ousiness on March 31, 1903, had capital stock of \$1,000,000; surplus, \$250,000; undivided profits, \$159,687.55. The Union Trust Company has deposits amounting to nearly \$2,000,000.

The filing of the first applications for receivers for the embarrassed companies was followed by petitions for coreceivers or both companies.

The application for appointment of a receiver for the Maryland Trust Company was filed by John S. Gittings and William H. Bosley, trading as John S. Gittings & Co., bankers and brokers, and was granted by Judge Dobler in Circuit Court No. 2. Receiver McLane assumed the direction of the company's affairs. Application for a coreceiver was made this afternoon by George Gunther, a big brewer, There were six other petitions for coreceivership filed during the day.

The doors of the Union Trust Company were closed about 1 o'clock this afternoon. This followed heavy withdrawals of deposits from that company. President George Blakistone of the Union Trust Company said late this afternoon:

Our company is perfectly solvent, but suffered from the causeless alarm which the suspension of the Maryland Trust Company created. As a result of this, depositors made heavy withdrawals and exhausted the funds normally carried for this purpose. When it became apparent that the company would not be able to meet the heavy demands, it was decided to ask for a receiver, so that its assets could be handled for the interest of the depositors and stockholders. We have a la plus in excess of all liabilities, and this will be developed as soon as we can prepare a statement."

The application for the appointment of a receiver was made by E. N. Rich, attorney for the company. A conference, attended by Alexander Brown, John B. Ramsay, president of the National Mechanics' Bank; Douglas H. Thomas, president of the Merchants' National Bank, and others well known in financial circles, was held last night in the office of the Maryland Trust Company, to discuss the situation, with a view to rendering the embarrassed company such assistance as might be necessary to tide it over This conference lasted until about 2 o'clock this morning, and when it adjourned it seemed to be the conclusion of those present that the best thing to do for the protection of all creditors would be to appoint a receiver.

The Maryland Trust Company has made several loans to the Vera Cruz and Pacific Railroad Company, which virtually spans Mexico with its connections. The total sum thus advanced to the railroad is about \$6,000,000. The Maryland Trust Company arranged a loan of \$2,000,000 with a London banking house, secured by \$5,000,000, total issue, of first mortgage bonds of the railroad as collateral.

As the road had cost an amount largely in excess of the proposed loan, the Maryland Trust Company felt that the loan was amply secured, and so, after it was represented that it would be more attractive to the prospective investors, and could certainly be placed, if, instead of the note of the railroad company, the trust company would give its own note, secured by all of the bonds and all the stocks of the railroad company, which it was authorized to do by the owners as collateral, the trust company had no hesitation in consenting to this arrangement.

Late on Saturday afternoon this arrangement fell through, and the suspension of the trust company is attributed directly to this failure to negotiate the loan. These facts were borne out in a statement made this afternoon by Receiver McLane.

We decided to go into court and apply for a receiver as a precautionary measure, aid Mr. White, receiver for the Union Trust Company, this afternoon, just after making final arrangements for his receiver's bond of \$1,000,000. "Because of the panicky feeling there was a slight run on the Union Trust Company this morning, and, fearing that this would assume much larger proportions to-morrow and thereby seriously embarrass us and force us into court, we decided to take this step voluntarily. The assets of the company are good, and will be more than sufficient to pay all our liabilities. No depositor will lose a cent."

The run on the Union Trust Company was started by a runner who withdrew \$50,000. Late this afternoon the United States Fidelity and Guaranty company, by Attorney George Whitelock, filed a petition in Circuit Court No 2, asking for the appointment of a co-receiver for the Maryland Trust Company. It is alleged that the petitioning company, with the American Bonding and Trust Company and the Fidelity and Deposit Company, is surety on \$310,000 of the city's Western Maryland sale money deposited with the Maryland Trust Company by the Continental Trust ompany.

News of the suspensions was calmly

A report reached Wall Street by cable from London last week that a large American trust company was endeavoring to raise \$2,000,000 in the London market and was offering as collateral \$10,000,000 of rail-road securities. This report is now under-stood to have referred to the Maryland Trust Company, the securities being those of the Vera Cruz and Pacific Hailroad and

of the Vera Cruz and Pacific Railroad and perhaps other securities.

Alfred Bishop Mason, who up to six months ago was the president of the Vera Cruz and Pacific Railroad, and who supervised its construction, has his office at 39 Wall street. It was said there vesterday that he is now in the City of Mexico. The representative of Mr. Mason made this statement:

"Mr. Mason looked over the situation in Mexico and planned the construction of the Vera Cruz and Pacific Railroad six years ago, and interested the Maryland Trust Company in the scheme. The road, which has now been built, runs from Vera Cruz southward, connecting with the Tehuantepec Railroad, a distance of something

huantepec Railroad, a distance of something over three hundred miles. It was built under a concession from the Mexican Goveriment and cost between \$5,000,000 and \$7,000,000. The idea of Mr. Mason was to bring in goods through the port of Vera Cruz and ship them over his railroad and then over the Isthmus railroad, thus reaching the Pacific coast. Mr. Mason had been a railroad contractor and builden been

railroad contractor and builder before e became the president of the road. The he became the president of the road. The Maryland Trust Company furnished the money and he attended to the building of the road. Six menths ago, when the road was about completed, he withdrew from relations with it, and a new president, Capt. Pegram, who had been connected with one of the railread companies in the South, was regram, who had been connected with one of the railroad companies in the South, was selected as president by the Maryland Trust Company, which controls the board of directors. Mr. Mason had been the president under a contract by which he was to receive compensation for his services from the profits of the road, and he now has an unsettled claim for them.

"The Maryland Trust Company interests

now has an unsettled claim for them.

"The Maryland Trust Company interests expected to sell the Vera Cruz and Pacific line at a snug profit. They had a purchaser, in the shape of certain foreign interests, who was willing six months ago to buy, and if this deal had been closed, the Maryand Trust Company people would have made a profit of something like \$2,000,000, but they finally decided that they had such a good thing that they had better keep it themselves, and the sale was not con-

Local banking correspondents of the Maryland Trust Company are the National City Bank and the Bank of America. The City Bank and the Bank of America. The Maryland institution has small balances with them. Besides the Vera Cruz and Pacific Railroad proposition, the Maryland Trust Company, it was reported in other quarters, was interested in a number of underwriting projects which had not been particularly successful. One of these, it was said, was the underwriting of a brickward combination, and in carrying this was said, was the underwriting of a brickyard combination, and, in carrying this
through, the trust company had to take
bonds which it had failed to market.
John Kirby, president of the Kirby
Lumber Company, who is in this city, said
vesterday that his company was not affected
by the failure of the Maryland Trust Company.

"The only connection," said Mr. Kirby,
"which we have with the Maryland Trust

"which we have with the Maryland Trust Company is through the Houston Oil Company. The trust company does not owe my company any money, nor do we owe it any." he said:

Denials also were made yesterday that either the St. Louis and San Francisco or the Seaboard Air Line railroad companies was affected by the failure of either the Maryland Trust Company or the Union Trust Company of Baltimore. It was reported locally that the latter trust company had locally that the latter trust company had become tied up with the bonds of alarge hotel under construction in Baltimore and in some Southern coal lands and railroads. At the National City Bank, which is one of the local correspondents of the Union Trust Company, it was said that the company's account with the bank had been most satis-factors and that the receivership was a sur-

account with the bank had been most satisfactory and that the receivership was a surprise. President W. G. Oakman of the Guaranty Trust Company, another local correspondent, made this statement:

"The failure of the Union Trust Company of Baltimore does not concern us to any great extent. We have never had much business relations with them. Neither have we ever joined in any enterprise with them. Their account has never been very them. Their account has never been very large. At present I believe we have \$14,000 of their money on deposit, but this has been attached since the middle of June. We have no account with them in Baltimore at present, and hence, while we regret to account activation suspend it does not be see any institution suspend, it does not involve us one iota."

GOSSIP OF WALL STREET.

Early advices from London reported heavy selling of "Americans" there on orders from Wall Street and a feeling of uneasiness due to rumors of impending financial trouble. Such rumors no doubt were inspired by the selling for American account. It was afterward alleged that London had received advance information on at least one of the Baltimore failures, and from the discussion that arose on this point one might have supposed that it mattered. Prior to the opening of this market the London correspondents cabled only the vague rumors referred to, and these at first were discredited. The news of the Maryland Trust Company's suspension was a complete surprise to Wall Street in general, although it was declared that some of the heavy short selling on Saturday was done by persons who expected a crisis to be reached yesterday in the financial situation at Baltimore. It had been known in a general way that the aflairs of certain institutions there were not in first rate shape, but it was supposed that liquidation had cleared the atmosphere and very few, even among those who were conversant with the conditions, were prepared for what happened. Local houses having Baltimore correspond ents had been led to believe that the worst of the liquidation for Baltimore's account culminated at the time of the Seaboard deal.

The heaviest selling on the opening was done by London houses. It included 20,000 Atchison, 10,000 Union Pacific, 5,000 St. Paul and 4,000 Baltimore and Ohio. The market gave way abruptly under this pressure, and then traders who had carried long stocks over the end of the week began to throw them over pell mell. Until the news of the Maryland Trust Company's suspension was received the Street was unable to comprehend what all this selling meant. Various commission houses had large selling orders to execute "at the market," and bear traders pitched in at once to help execute them. There was good buying in some stocks, notably in Atchison and Union Pacific, but the buyers took the stocks without bidding for them.

London sold about 60,000 shares in all. When the pressure from that direction had abated somewhat a room crowd led by Content and Wormser tried to bid the market up. Private advices received from Baltimore said the conditions there were not so bad as had been represented, and as the Street began to recover from the initial effect of the news there was a disposition on everybody's part to assure everybody else that the situation had been exaggerated. Partly on short covering and partly on traders' buying for a reaction from the extreme depression that had prevailed in the first hour the market rallied moderately, only to break again with quite as much violence as on the opening, when announcement was made of the second suspension at Baltimore. This seemed to have even a more disturbing effect upon sentiment than the first failure, probably because it suggested the possibility that the trouble might spread. There was a second rush on the part of traders to throw over stocks. The lowest prices of the day were made shortly

It was rumored here that a third Baltimore trust company was in trouble, and presently the report spread that the Northern had suspended. Inquiry disclosed the fact that there was no such company at Baltimore. Later there were rumors of trouble in Phila-delphia and even here in New York.

The Baltimore situation so dominated sentiment that less heed was paid than formerly to the weakness of the Pittsburg market, where Crucible Steel suffered another abrupt break.

A Pittsburg house writes: "We do not

received on the Stock Exchange. It was officially given to the members on Change by President Orrick.

in its manifestations of extreme pessimism. The nearest to it may be found in the early 190s. At that time Philadelphia Company was selling in the lower teens, where so many industrial stocks are now selling. We recall a statement at that time to the effect that the old iron in the pipe lines could be sold for as much as the market value quoted for the entire plant and franchises, but the public would not buy the stock, just as it will not buy many stocks to-day. At about the same date Union Switch and Signal was selling as low as Crucible Steel sold this week, but the public would have none of it. The Westinghouse Electric Company had difficult in selling enough of its first preferred stock preferred was kicking around on a level now occupied by Fireproofing. Consolidated Trac-tion sold below 8 and the preferred below 38 and many other stocks which later doubled and quadrupled in market value went begging for purchasers. * * * We firmly believe that purchases of the leading railroad stocks on a scale down from current quotations will show a profit by the end of six months."

Steel preferred will sell to-day ex dividend

An unusually large number of cash trades in Steel preferred, Pennsylvania, Atchison and St. Paul, particularly in the stock first named, attracted a good deal of attention yesterday. The broker who sold most of the Steel preferred said the transactions were without significance. There would be no object in buying the stock for cash yesterday to secure the dividend for which the books will close to-day. Only on the day the books close is it necessary to do that. It was thought vaguely that these cash transactions might represent urgent liquidation for Baltimore account. A good many of the cash trades were "on the market," while others were at fractional concessions.

There was a good borrowing demand for stocks in the loan department yesterday. The industrials that figured in it most prominently were Steel preferred and American Smelting common. Brokers say the demand for American Smelting common appears to be larger each day. They believe the stock is being supplied from inside sources, and the inference is that a demonstration against the short interest is contemplated. Others who are chronically suspicious of bull talk on this stock allege that the borrowing demand is fletitious. There was an active inquiry for Southern Pacific, Baltimore and Ohio, Atchison and Amalgamated Copper, and a fair demand for Union Pacific and Louisville and Nashville.

Harris, Gates & Co. were reported to be buying Louisville and Nashville through another Western house. They were large buyers in their own name of other stocks.

It is said by persons who are conversant with the financial situation in the South that several industrial stocks which have depreciated greatly in quoted value, and for at were widely distributed to Southern investors and speculators. Enormous losses have been suffered not only in Baltimore, but in Richmond, Leesburg, Atlanta and other towns wherever there exists or has existed an appears to be the onl exception among the arger Southern cities. The financial situation there is said to be remarkably good. to its own local securities, and most of these are good. The local stock market at Washington is said to be the only one of prominence in the country that has suffered no serious depression during the general speculative

What brokers called "absorbing" orders appeared in Chicago and Alton yesterday. The buying around 25 was said to be very good. It was reported yesterday for the first time that Vanderbilt interests have been accumulating the stock. A 5,000 share order executed last week is said to have come direct from the Grand Central Station

Rutter & Gross were large buyers of Erie

Sentiment last night was not as despondent as might be imagined. It was generally deplored that the trouble at Baltimore should deplored that the trouble at Baitimore should have become acute at just a time when Wall Street was beginning to be cheered up, but the comment was that whatever of this character is inevitable had better come to the surface now than later. It was mentioned as a cause for congratulation that the liquidation in Wall Street had been drastic and presumably thorough. Some conservative brokers are still advising clients to buy good railroad stocks for the long pull and average them down if necessary.

SPEYER & CO. GET SOO WORKS. New Officers Named and May Resume Operations.

SAULT STE. MARIE, Oct. 19 .- The properties of the Consolidated Lake Superior Company, with the exception of the Algoma Central Railway, were handed over to James Bicknell, the Canadian representative of

Speyer & Co., at 2 o'clock to-day. The railway was not included because of an injunction procured in the application of James Commee in Toronto on Friday.

In consideration of receiving possession Speyer & Co. have postponed the date of the payment of the \$5,050,000 loan until Dec. 15. All officers and directors of the subsidiary companies have resigned and subsidiary companies have resigned and the Speyer people have appointed others, with B. J. Fackenthall, whom they some time ago appointed receiver, as president Fackenthall and some of the new officers will arrive to-morrow and take up the

question of reopening the works.

TORONTO, Ontario, Oct. 19.—Judge Britton to-day dissolved the injunction granted last Thursday to subsidiary companies the object of which was to prevent Speyer & Co. obtaining possession of the works at the Soo. He held that the District Court of Algoma has jurisdiction in this case.

Court Calendars This Day.

Court Calendars This Day.

Appellate Division—Supreme Court.—Nos. 85, 107, 32, 39, 18, 103, 39, 40, 100, 83, 102, 12, 68, 104, 111.

Supreme Court.—Special Term.—Part I.—Motion calendar called at 10,30 A. M. Part II.—Ex parte matters. Part III.—Clear. Motions. Demurrer No. 837. Preferred causes. Nos. 3431, 3505. General calendar. Nos. 2101, 2444 2137, 2442, 2417, 862, 1070, 1076, 2420, 2580, 2588 2703, 2153, 3070, 2578, 1546, 2884. Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part V.—No. 3277. Robinson-Manhattan Railway Company. Case on. No. day calendar. Trial Term.—Part II.—Clear. Short causes. Nos. 1934, 10146, 11639, 12243, 12169, 12181, 11155, 12464, 12790, 6750, 12314, 10337, 10020, 11418, 11460, 6801, 11021, 12404, 12690. 12144, 12422, 12630, 12594, 11588, 11969. Part III.—Clear. Inquest. Nos. 3557. Day calendar. Nos. 3915, 3865, 3813, 3667, 3722, 3791, 3767, 3778, 3812, 3822, 3828, 3252, 3719, 3986, 3210, 5785, 8486, 11401, 3577, 3850, 3851, 3667, 3722, 3781, 3767, 3778, 3812, 3821, 3828, 3252, 3719, 3986, 3210, 5785, 8486, 11401, 2567, 3850, 3864, 3874, 2524, 3890, 2777, 1582, 5352, 1669. Part IV.—Clear. Cases from Part III. Part VII.—Ase unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VIII.—Ase unfinished. Cases from Part III. Part VIII.—Part XII.—Case unfinished. Cases from Part III. Part VIII.—Ase Journed for the term.

Surrogate's Court Chambers.—Motion calendar called at 10:30 A. M. For probate—Wills of Hanneh Nagle, Frederick S. Gibbs, Jacob S. Weiler, Carl L. Volekhausen, Giovanno Guavino, Isaac A. Lawrence, Oliver Bryan, Emma St. Pierce, Adeline Cohn at 10:30 A. M. For Journel opens at 10. A. M. Motions. Trial Term.—No day calendar.

City Court—Special Term.—Court opens at 1

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Station, 'except where otherwise noted.

755 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Louisville.

9:55 A. M.—STLOUIS LIMITED.—Pullman Sleeping. Smoking and Observation Cars. Cincinnati ing, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car. 10:25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1.55 P. M.—CHICAGO AND ST.LOUIS EXPRESS.
—For Tigleto Naphyllic vits Cincinnati and Leida. -For Toledo, Nashville (via Cincinnasi and Louis-ville), Indianapolis, Chicago, St. Louis. Dining

villey, Indianapolts, Chicago, St. Louis. Dining Car.
4.55 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5.56 P. M.—ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapolis. Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route.)
5.56 P. M.—WESTERN EXPRESS.—For Chicago. For Toledo, except Saturdey. Dining Car.
7.55 P. M.—PACIFIC EXPRESS.—For Pittsburg, and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland. except Saturday.
9.75 P. M.—CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis.

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7:55, 8*25, 9:25, 10:10 (Desbrosses and Cortlandt Streets, *10:20, *10:35 A. M. *12:35, 21:0 (Desbrosses and Cortlandt Streets, *2:20, 6:12 "Congressional Limited," all Parlor and Dining Cars), *8:25, *4:25, *4:35, 9:25 P. M., 12:10 night, Sunday, 8:25, *9:26, *10:5 A. M., *12:35 (8:25 "Congressional Limited," all Parlor and Dining Cars), *8:25, *4:25, 4:35 (Desbrosses and Cortlandt Streets, *5:15), 9:25 P. M., 12:10 night,

SOUTHERN RAILWAY.—Express, 4:25 P. M., 12:10 night daily,

TLANTIC COAST LINE.—Express, 9:25 A. M. and 9:25 P. M. daily,

SEABOARD AIR LINE RAILWAY.—Express, 1:25 P. m. and 12:10 night daily,

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 8:25 p. m. daily,

CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily,

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For points on New York and Long Branch Railroad (from West Twenty-third Street Station).

8:56 a. m., 12:10, 3:25, 4:10, and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m. (from Desbrosses and Cortlandt Streets) 9:00 a. m., 12:20, 3:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:25 a. m. m. week-days. Sundays, 9:45 a. m., 5:00 p. m. week-days. Sundays, 8:45, 5:55, 5:25, 5:55, 5:25,

only), *4:55, *5:55, 7:55, 8:25, 8:55, 9:25 p. m., 12:10 night.
Dining Car.
Flicket offices, Nos. 461, 1354, 113 and 261 Broad-licket offices, Nos. 461, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 1354, 135

tion.
Telephone "914 Eighteenth Street" for Pennsylvania Reilroad Cab Service.
W. W. ATTERBURY,
General Manager. Pass'r Traffic Manager.
GEO. W. BOYD.
General Passenger Agent.
10-8-1903. Lackawanna Railroad.

Leave New York foot Barclay and Christopher Sts. 18:00 A. M.—For Binghamton and Syracuse. 10:00 A. M.—For Binghamton and Syracuse. 11:40 P. M.—For Buffslo and Chicago. 14:00 P. M.—For Scranton and Plymouth. 6:10 P. M.—For Buffslo and Chicago. 8:45 P. M.—Utlea. Oswego. Ithaca. Buffslo. 20:00 A. M.—For Chicago—Steepers open 9 P. M.—Tickets at 167. 429. 1183. Broadway. N. Y.; 338 Pulton st., Brooklyn. Daily. †Except Sunday.

OCEAN STEAMERS.

DOMINION LINE Fastest Twin Screw Steamers. Boston to Queenstown and Liverpool May flower Nov. 6.
Columbus (New) Nov. 12
Commonwealth Oct. 22, Nov.
1st Class, 805 upward: 2nd Class, 342.50;
ard Class, at Low Rates.

WHITE STAR LINE.

MEDITERRANEAN GIBRALTAR AZORES,
MARSEILLES, GENOA,
NAPLES, ALEXANDRIA

Romanic Dec. 5, Jan. 16, Feb. 27
Republic (New) Jan. 2, Feb. 13, Mar. 26
Canople Jan. 36, Mar. 12
lst Class, 375 and 850, upward, according to date
of Seling.

BOSTON QUEENSTOWN, SERVICE. Dec. 10-Cymric. Apply to 9-11 or 73 Broadway, N. Y.



"COOK" and the NILE The season opens in November, and the first steamer leaves Cairo, November 17, for Luxor, Assouan, etc. The demand for accommodation is brisk, making it necessary to promptly secure either staterooms, special steamers or dahabeahs, as re-

quired. THOS. COOK & SON, 261 & 1185 Broadway. 649 Madison Ave., cor. 60th St. | YORK.

Hamburg-American.

Bi-Weekly Twin Screw Service, FOR PLYMOUTH, CHERBOURG, HAMBURG, Victoria Oct. 22, 10 AM | Addersee Oct. 31, 1 PM retoria Oct. 24, 8 AM | Moltke Nov. 7, 3 PM Mediterranean Service New York—Napies—Genoa By superb new Twin Serew Steemers. First Cabin 860, 875, 880, Upward, According to Steamer.

S. S. Deutschland to Italy. AROUND THE WORLD 41/4 months trip, 81,125 upward.

HAMBURG-AMERICAN LINE,
Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

Winter Tours HAMBURG-AMERICAN LINE

DURING JANY., FEBY., MARCH. To the Orient, to the West Indies by palatial twin-screw steamers. Cruises of 25 to 74 days' duration, costing from \$200 to \$450 upward. Send for Booklets HAMBURG AMERICAN LINE

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN . Wm. II., Oct. 20, 3 FM | K. Wm. II., Nov. 17, 2PM alser. . Oct. 27, 10 AM | Katser. . Nov. 24, 10 AM ronprinz, Nov. 3, 8 FM | Kronprinz, Dec. 11, 1 PM OELRICHS & CO., 5 BROADWAY, N. Y.

25-37 BROADWAY, N. Y. Philadelphia office, 1229 WALNUT ST.

JAPAN-CHINA Hawaii and Philippine Islands. BAILBOADS.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive at and depart from Grand Central Station, add Street, New York, as below:
North and west bound trains, except those leaving at 8:30, 11:20 A. M., 2:45, 3:20, 8:15, 11:30 P. M., will stop at 120th street to receive passengers ten minutes after leaving Grand Central Station.

12.10

A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:30 A. M.

7.50

A. M.—4DIROJDACK AND MONTREAL SPECIAL.

8.30

A. M.—5YRACUSE LOCAL.—Stops at all important stations.

8.30

A. M.—1EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo, 4:36, Niagara Falis 5:31 P. M.

A.M.—5AST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falis 8:07.

10.30

10.30

A. M.—1DAY EXPRESS.—Makes local stops.

10.40

11.30

A. M.—LOCAL EXPRESS.—For Albany and Troy. Local stops.

11.40

12.40

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18.45 A. M.—fLOCAL EXPRESS.—For Albany and Troy. Local stops.
P. M.—*BUFFALO LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:35 P. M.
P. M.—*SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis, 11:30 A. M., St. Louis 6:45 P. M. next day.
P. M.—*CHICAGO LIMITED.— 24 hours to Chicago via Lake Shore, 24½ via M. C. P. M.—*The 20th CENTURY LIMITED."—20-hour train to Chicago via Lake Shore. Electric lights and fans.
P. M.—*ALBANY AND TROY FLYER.—Due Albany 8:40, Troy 7:36 P. M.—P. M.—*ALBANY AND TROY FLYER.—Due Albany 8:40, Troy 7:36 P. M.—*ALBANY AND TROY EXPRESS.—Local stops.

1.00

2.45

3.30 P. M.—*ALBANY AND TROY EXPRESS.—Local Stops.
—Local Stops.
—Lake Sthore Limited.—2314—
hour train to Chicago. All Pullman cars.
Due Cleveland 7:06 A. M., Cincinnati, 1:30,
Indiauapolis 5:10, Chicago 4:00, St. Louis
9:45 P. M. next day.

P. M.—*WESTERN EXPRESS.—28 hours
to Chicago via both L. S. and M. C.
D. M.—*MONTREAL EXPRESS.—Via D.
A. H. or Rulland.
EXPRESS.
—Via D.

M.—*ADIRONDACK AND MONTREAL
EXPRESS.
—M.—*BUFFALO AND TORONTO
SPECIAL.

P. M.—*SPECIAL MAIL LIMITED.—
Siecping car only for Rochester.

P. M.—*SO UT TH WE STERN S. PECIAL.

M.—*PACIFIC EXPRESS.—Chicago 34 4.00 5.30 6.00 9.15 9.20 CTAL.
P. M.—PACIFIC EXPRESS.—Chicago 34 hours by M. C., 38 hours by L. S.
P. M.—CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis. 9.30 11.30

*Dally. †Except Sunday. ¶Except Monday *Dally. †Except Sunday. ¶Except Monday.

9:08 A. M. and 3:35 P. M. dally, except Sunday, to
Pittsfield and North Adams; Sundays at 9:30 A. M.
Puliman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Breadway,
25 Union Sq. W., 275 Columbus av., 183 West 125th
st., Grand Central and 125th st. station, New York;
383 and 725 Pulton st., and 106 Brondway, Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or
residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON BOSTON AND ALBANY RAILROAD Trains leave 19:02 A. M., 112:00 noon, 4:00 P. M.

*11:60 P. M.
Tickets at New York Central ticket offices, 167.

*115 and 1216 Broadway, and at Grand Central station.

A. H. SMITH. GEORGE H. DANIELS,

Gen'l Manager. Gen'l Pass'r Agent. WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin St. Station, New York, as
follows, and 15 min. later foot West 42d st., N. R.:
*7:30 A.M.—For intermediate points to Albany,
†11:20 A.M.—(f) Hudson and Mohawk Express.

11120 A.M.—(1) Hudson and Mohawk Express.
2130 P.M.—Coht. Lim., for Detroit, Chi. & St. Louis.
2135 P.M.—(2) For Hudson River points & Albany.
2315 P.M.—(2) For Hudson River points & Albany.
2315 P.M.—For Roch., Buffalo, Clevid & Chicago.
2300 P.M.—For Ryra., Roch., Niag, Falis, Det. & Chi.
2011 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2011 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2011 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2011 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2012 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2013 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2014 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2014 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
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2014 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2014 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2014 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
2015 P.M.—Time to Physical Processor, Niag, Palis, P.M.—Time to Physical Processor, Phys. Roch., Niag, Palis, Det. & Chi.
2016 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2016 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2017 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2018 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2018 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
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2018 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2018 P.M.—For Syra., Roch., Niag, Palis, Det. & Chi.
2018 P.M.—For Syra., Roch., Niag, Palis, Det. & C A. H. SMITH, Gen'l Manager. C. E. LAMBERT, Gen'l Pass'r Agent

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.) EASTON, RETHLEHEM, ALLENTOWN AND MAUCH CRUNK-74:00 (7°15 Easton only), 9:10 A. M., 1:20, 4:40, 5:90 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:90, 5:20 r. M. WILLE-SIARRE AND SCRANTON-24:00, 9:10 A. M., 5:00 F. M. Sundays, 24:25 A. M., 1:00 P. M. A. M., 5:00 F. M. Sundays, 2125 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 29:40 A. M., 1:30, C3:40, 4:30, Las-ewood and Lakehurst only), 5:30, P. M. Sundays, 9:40 A. M., 41, AND SUNDAYS, 9:40 A. M., 41, AND SUNDAYS, P. M., 13:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M., 1:300 P. M.

11:30 P. M.
LONG BRANCH ASHURY PARK OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS 24:00, 8:30, 11:30 A. M.,
8:33, 4:35, 1:20, 6:30 (11:30 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
4:00 P. M. 8.33. 4.35. 6.30. 6.30 (11.30 A.50 Green, 2.00 A. M., 4.00 P. M. Sundays, except Ocean Grove, 2.00 A. M., 4.00 P. M. Sundays, except Ocean Grove, 2.00 A. M., 4.00 P. M. PHILADELPHIA — READING TERMINAL — *4.25, 17.50, 18.20, 29.00, 10.00, 111.30 A. M., 112.50, 51.30, 51.30, 52.00, 12.00, 4.00, *5.00, 16.00, 7.30, 50.00 P. M., *12.15 Mds.
24TH AND CHEST T STREETS—44.25, 18.50, *10.30, *11.35 A. M., *12.00, 7.30, *5.00, *7.00, 19.25 P. M., *12.15 Mdt.
READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—18.00, 24.25, *8.00, *7.00, 19.00, 19.00 A. M. Reading, Pottsville and Harrisburg only, 14.00, 15.00 P. M.
2From Liberty Street only, *Daily, †Daily, except Sunday, \$Sunday only, *Parlor cars only, 19.11 at 10.15.00, 5.00 P. M.
2From Liberty Street only, *Daily, †Daily, except Sunday, \$Sunday only, *Parlor cars only, 19.11 at 10.15.00, 5.00, 19.11 at 10.15.00, 13.00 P. M.
2From Liberty Street only, *Daily, †Daily, †Daily, *Chept Sunday, \$Sunday only, *Parlor cars only, 19.11 at 10.15. 10.1

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.
Leave South Ferry, Liberty St. Ferry,
Balto.-Washington. 18:25 AM 18:30 AM Buffet
Balto.-Washington. 19:25 AM 11:45 AM Diner
Balto.-Washington. 12:45 PM 11:45 AM Diner
"Royal Limited". 2:35 PM 3:40 PM Diner
Balto.-Washington. 2:455 PM 5:500 PM Diner
Balto.-Washington. 2:10 nt. 12:15 nt. Sleepers
Palty. 10 ally, except Sunday. Sunday only. *Daily, *Daily, except Sunday, Sunday only, Offices: Liberty St. Ferry, South Ferry, 6 Astor

House, 67, 201, 481, 1300, 1304 Brondway, 182 Fifth Av., 25 Union Square West, 155 East 125th St., 245 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 800 Fulton St., Brooklyn: 390 Broad-way, Williamsburg, New York Transfer Co. calls for any checks baggage to destination. BALTIMORE AND OHIO RAILROAD

LEHIGH VALLEY. Foot of West 23d A. Cortlandt and Desbromes Sta. B.

* Dafly † Except Sunday. Sunday changes: dif.45, e8.00. n5.25. E5.45.

St., Brooklyn.
N. Y. Transfer Co. will call for and check baggage.

OLD DOMINION LINE For Old Peint Comfort, Norfelk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-Ington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier

OCEAN STEAMERS.

Maliory S. S. Lines' Freme N. Y.
Deligatful ocean voyages to ports
of Texas, Georgia, Florida. Tickets
to all resorts in Texas. Colorado.
Maxico, California, Plorida, &c.
Special rates Hot Springs, Ark
Tourist tickets a specialty
Postal for Book, "Southern Tripe."
C. H. MALLORY & C.J. Pier 20. E. R. N.

RAILROADS.

New York and Boston All Reil.

4 / 10 / 10 / 16 / 2 /

N. Y., N. H. & H. E. R. and connections.

From Grand Central Station.

Leave. By way of Bull.

10:00 A.M., Springfield and Williamantic.

10:00 P.M., Springfield and Worcester, 3:30 P.M.

10:00 A.M., Springfield and Providence, 3:30 P.M.

10:00 A.M., New London and Providence, 3:30 P.M.

10:02 A.M., New London and Providence, 3:30 P.M.

10:02 P.M., Thew London and Providence, 3:00 P.M.

10:02 P.M., New London and Providence, 6:00 P.M.

2:00 P.M., New London and Providence, 9:00 P.M.

4:00 P.M., New London and Providence, 9:00 P.M.

4:00 P.M., New London and Providence, 1:00 P.M.

4:00 P.M., New London and Providence, 1:00 P.M.

1:1:00 P.M., New London and Providence, 1:00 P.M.

1:1:00 P.M., New London and Providence, 6:37 A.M.

1:1:00 P.M., Springfield and Worcester, 6:35 A.M.

1:1:00 P.M., New London and Providence, 6:37 A.M.

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1:1:00 P.M., New London and Providence, 6:37 A.M.

1:1:00 P.M., New London and Providence, 6:30 P.M.

1:1:00 P.M., New London and Provi

POST OFFICE. POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)
Foreign Mails for the week ending Oct. 24, 1803, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour enrier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. 5i. Monday and Wednesday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shows below, (except that Supplementary Mails for Europe and Central America, via Colon, close one nour later at Foreign Station.)

TRANSATLANTIC MAILS.
TUESDAY.—At 8:30 A. M. for ITALY direct, per steamship Citta di Napoli (mali must be directed "per steamship Citta di Napoli (mali must be directed "per steamship Citta di Napoli"); at il:30 A. M. (supplementary i P. M.) for EUROPE, per steamship Kalser Wilhelm II.", via Flymouth, Cherbourg and Bremen.
WEDNESDAY.—At 2:30 A. M. for IRELAND and Letter Mail for Liverpool, per steamship Oceanic, via Queenstowa (mail for other perts of Europe must be directed "per steamship Oceanic"); at 6:30 A. M. for EUROPE, per steamship St. Louis, via Southampton; at 7:30 A. M. for NETHERLANDS direct, per steamship Staatendam (mail must be directed "per steamship Staatendam"). ateamship St. Louis, via Southampton; at 7:30 A. M. for NETHERLANDS direct, per steamship Staatendam (mail must be directed "per steamship Staatendam").

THURSDAY.—At 6:30 A. M. for EUROPE, per steamship Augusta Victoria, via Pymouth, Cherbourg and Hamburg (mail for France must be directed "per steamship Augusta Victoria"); at 7 A. M. for FEANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA and LOHENZO MARQUEZ, per steamship La Bretagne, via Havre (mail for other parts of Europe must be directed "per steamship La Bretagne, via Havre (mail for other parts of Europe must be directed "per steamship La Bretagne, via Havre (mail for other parts of BELGIUM direct, per steamship Umbris, via Queenstown; at 8 A. M. for BELGIUM direct, per steamship Princess Irene (mail must be directed "per steamship Princess Irene (mail must be directed "per steamship Princess Irene"); at 9:30 A. M. for SCOTLAND direct, per steamship Furnessia (mail must be directed "per steamship Furnessia"); at 11 A. M. for DENMARK direct, per steamship Norge (mail must be directed "per steamship Norge"). PRINTED MATTER, ETC.—This steamer takes
Printed Matter, Commercial Papers, and
Samples for Germany only. The same class
of mail matter for other parts of Europe will
not be sent by this snip unless specially directed by her.

rected by her.

After the closing of the Supplementary Transational Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, FTC

TUESDAY—At 4 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamsing Arabistan; at 9.30 A. M. for ARGENTINE, URUger steamsing Silvia; at 9.30 A. M. (co-phementary 10.30 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamsing Vucatan, via Coion (mail for Guatemaia must be directed in a steamsing Yucatan); at 2.30 P. M. for PORTO RICO (ordinary mail only), per steamsing Pathinder, via Mayaguez.

WEDNESDAY.—At 10 A. M. for HAITI, per steamship Prins Maurits (mail for Cape Haill, Port de Paix, Curacao, Venezuela, Trinidad, British and Dutch Gulana must be directed "per steamship Prins Maurits (mail for Cape Haill, Port Antilla (mail must be directed "per steamship Antilla"); at 12.30 P. M. (supplementary 12.30 P. M.) for BAHAMAS, per steamship Antilla", at 12.30 P. M. (supplementary 1.70 P. M.) for TURKS ISLAND and DOMINICAN Ripublic, per steamship Cherokee; at 1943) P. M. (supplementary 1.70 P. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WND-WARD ISLANDS, BRITISH, DUTCH and FRENCH GULANA, per steamship Korona.

THURSDAY.—At 8 A. M. for OUBA, per steamship Esperanza (mail for Mexico, via Progress, Campeche and Vera Cruz must be directed "per steamship Esperanza (mail for Mexico, via Tample) on must be directed "per steamship Sarataga" per stoamship Sarataga" per stoamship Sarataga" per stoamship Sarataga (mail for Mexico, via Tample) on must be directed "per steamship Sarataga" per stoamship Sarataga" per stoamship Sarataga.

at 7 P. M. for NEWFOUNDLAND, per stoam-shin Stherlan, from Philadelmbia.

SATURDAY.—At 4 A. M. for BRAZIL, per steam-ship Syracus: via Pe nambuco. Rio Janeira and Santos mail for Northera Brazil, Argentine, Uluguay and Paraguay must be di ected "per st amsnip Syracuse"); a 8 A. M. for BERMUDA, per steamship Pretoria; at 8:39 A. M. fsupple-mentary 9:39 A. M. J for CURACAO and VENUE-ZUELA, per steamship Zulia (mail for Sava-nilla and Cartegena must be directed "per steamship Zulia"; at 9 A. M. for POATO RICO, per steamship Zulia"; at 9 A. M. for POATO RICO, per steamship Coamo, via San Juan; at 9:33 A. M. (supplementary 16:30 A. M.) for FOZper steamship Goamo, via San Juan; at 9,30 A. M., (supplementary 10,30 A. M.) for FOZ-TUNE ISLAND, JAMAICA, SAVANILLA, CAZ-TAGENA and GREYTOWN, per steamship Alleghany (mail for Costa Elico must be directed "per steamship Alleghany"); at 10 A. M. for CUBA, per steamship Mexico, via Havans; at 10,30 A. M. (supplementary 11,30 A. M. for INAGUA and HAITL per steamship Bellyd at 5 P. d. of ARGENTINE, URUGUAY a. PARAGUAY, per steamship Hydospos.

IAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC. CUBA.—Via Florida, closes at this office daily, except Thursday, at 45.39 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Miamil) MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 130 P. M. and 11:30 P. M. Sundays at 1:00 P. M. en il 11:30 P. M. 11:39 P. M.

NEWFOUNDLAND.—By rafl to North Sydney, and thence by steamer, closes at this office deily at 6:39 P. M. (connecting malls close here every Monday, Wednesday and Saturday, JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Tuesday.

steamer, closes at this office at 6:30 P. M. every Tuesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. BELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 4:130 P. M. and 4:11:30 P. M., Sundays at 4:100 P. M. and 4:11:30 P. M., Sundays at 4:100 P. M. and 4:11:30 P. M. (connecting mail closes here Mondays at 4:100 P. M. and 4:11:30 P. M., Sundays at 4:100 P. M. and 4:11:30 P. M., Sundays at 4:100 P. M. and 4:11:30 P. M., (connecting mail closes here Tuesdays at 4:100 P. M. and 5:11:30 P. M., (sonnecting mail closes here Tuesdays at 4:100 P. M. and 5:11:30 P. M.)

4REGISTERED MAIL closes at 6:00 P. M. previous day.

TRANS-PACIFIC MAILS.

HAWAII. JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here delty at 6:30 P. M. up to Oct. §18th, inclusive, for despatch per steamship Siberia.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to Oct. §18th, inclusive for despatch per steamship Tremont.

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Oct. §21st, inclusive, for despatch per steamship Mariposa.

NEW ZEALAND, AUSTRALIA (except West). NEW ZEALAND, AUSTRALIA (except West). NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Oct. §24st, inclusive, for despatch per steamship Sierra. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays 7: 4:30 A. M., 9:3 A. M. and 6:30 P. M.—Will be made up and forwarded until the arrival of the Cunard steamer.)

HAWAII, JAPAN, CHINA and specially addressed 4:30 A. M., 9 A. M. and 6:30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.)

HAWAII, JAPAN, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Oct. 426th, inclusive for despatch per steamship Contic.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Oct. 477th, inclusive, for despatch per steamship Contic.

CHINA and JAPAN, via Vancouver and Victoria B. C. close here daily at 6:30 P. M. up to Oct. 477th, inclusive, for despatch per steamship Empress of Japan. (Merchandise for U. S. Postal Agency at Shanghal cannot be forwarded via Chinda.)

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to Oct. 428th, inclusive, for despatch per steamship Tosa Maru.

HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Nov. 47d, inclusive, for despatch per steamship Alameda.

AUSTRALIA (except West), FiJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to Nov. 47d. inclusive, for despatch per steamship Alameda.

NOTE—Unless otherwise addressed, West Australia is forwarded via Europe; and New Zealard and Philippines via San Francisco—the quietest routes. Philippines specially addressed "via Canada" or 'via Europe' must be fully prepaid at the foreign rates. Hawaii is forwarded via Fancisco exclusively.

Trans-Pacific mails are forwarded to port of salling daily and the schedule of closing is arrassified on the presumption of their uninterrupted overland transit. Segistered mail closes at 6:00 P. M. previous day.

CORNELIUS VAN COTT, Postmaster.

PINANCIAL.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Oceanic ..Oct. 23, 6 A.M. | Teutonic ...Oct. 28, noon
Cymric ...Oct. 23, 7 A.M. | Arabic ..Oct. 30, 12 30 P. M.

Pieres North River. Office, 8 Broadway, New York.